

# RELIANT KITTEN REGISTER



## Mewsletter 159

*May - June 2021*



Edited and distributed by Brian Marshall

16 Glendee Gardens, Renfrew PA4 0AL

☎ 0141 886 6117 E-mail: [info@kitreg.org.uk](mailto:info@kitreg.org.uk)



The Register caters for all the under 1.1 litre Reliant 4-wheeled vehicles plus all of their derivatives: Foxes, Rebels, Tempests, Salamanders, Ciphers, Jimps, Asquiths, Vantiques and all other specials including the Liege and the Sipani Dolphin.



## **The Reliant Kitten Register**

Hon. President John Box

*Our cover car this issue is an old friend – Simon Fitch's superb Stevens Cipher. You will find more about Ciphers in this issue.*

The Register is a member of the FBHVC, which monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads. Readers are invited to show their own support of this worthy cause by becoming members in their own right. Contact the editor for details.

**It should be noted that opinions and ideas, information and advice printed in this publication are as recommended by our readers and others, and, while believed to be accurate and correct, such information is given in good faith, and it does not necessarily have the approval of the Reliant Kitten Register, and cannot be guaranteed by either the Editor, or the Reliant Kitten Register. Owners must satisfy themselves as to the suitability of any suggestions made within these pages, as no responsibility can be accepted.**

Web page: <http://www.kitreg.org.uk>

*For technical advice, help with locating parts or other queries, contact Brian or John.*

**Brian Marshall, 16 Glendee Gardens, Renfrew. PA4 0AL**

**☎0141 886 6117 E-Mail: [b.w.marshall@ntlworld.com](mailto:b.w.marshall@ntlworld.com)**

**John Pearce, 7 Harworth Close, Mansfield, Notts. NG19 6QP**

**☎ 01623 400687. E-mail: [john@atodini.co.uk](mailto:john@atodini.co.uk)**

# Dinky Cars

## RELIANT SPECIALIST

Wennington Marsh Farm, Wennington Road  
Rainham Essex RM13 9EE

**Tel: 07958 246891**

**SALES, SPARES, REPAIRS,**

# Mews 159

## I N D E X

Page 3	Index.
Page 4	Editorial.
Pages 5	From the Oval Office.
Page 6	A Kitten van update – by Paul Adgar.
Pages 7 - 14	Cipher News – by Paul Johnson.
Pages 15 & 16	Kitten rebuild progress - by Chris Tooth
Pages 16 & 17	Phil, Yoland & Neil, various matters.
Pages 18 & 19	A Jimp is re-born – by Phil Knowles.
Page 20	The Good Old Days.
Pages 21 – 24	More from John & Giles.
Pages 25 & 26	More on electric vehicles.
Page 27	Andrew Norman speaks.
Page 28	Always tell the truth?
Page 29	Epilogue.

e & o e

Summertime, and, if not easy, hopefully the livin might be becoming a lot more tolerable soon.

A warm welcome to you, it has actually been a pretty warm and dry June here, one reason this edition is, again, so late, is the amount of time I have spent in the garden this month! It is, almost, under control now, so, without further delay :-

My thanks to Paul and Gay Johnson for taking the time to provide me with an update, and the history of his Cipher, and, as ever, John Pearce for the cover artwork and picture.

It is July now, I had high hopes of having this with you by 21/6/21, which happened to be our 46<sup>th</sup> wedding anniversary. I spent rather too much of sunny June in the garden, in spite of my beloved's objections. She is, sadly, scared stiff that I will fall. It is very frustrating, for us both, trying to come to terms with me being wheelchair bound these days. In spite of the difficulties of working from a seated position, I can still do things, it just takes a lot of time and care.

Moira has been at 4 different hospitals in as many weeks, (in various attempts to find solutions to a number of health issues) and is finally getting a stent installed next week, which we hope will improve one of her situations. Enough of my frustrations and excuses, my latest target is to get this to the printers before Moira's op on Tuesday the 6<sup>th</sup>

.....

**I see on the net (I do not spend much time on there, and I know that several of our readers have no internet access, that said, it seems, oh dear, that elusive adjective is lurking again! Whatever, I feel that I should not ignore it completely.) that Paul James for one, is doing an interesting de-rusting process on his Kitten's chassis, and it is looking good.**

.....

There are several other things in the pipeline, where to start?

Rebel owners, I have let you down by failing to remind you of the articles on the rebuild of one by Practical Classics magazine.

I was recently reminded of the difficulties faced by those of us who do not have welding skills, in resolving, at a sensible cost, repairs to vital components on our cars, in this case, a Kitten axle damper mounting bracket failure, the repair of which, by a Classic Car Restoration company, would have cost over a thousand pounds!

On the bright side, I have a good start to Mews 160 right here!

Right, moving on....

# *Not from the Oval Office!*

But from Carbis Bay.

Dear Brian,

20<sup>th</sup> June 21

We do not see many references in the press to our favoured maker but this month. According to Classic Cars, a small decaying hoard of Reliants has been unearthed (literally) in Holland, by our long term continental friend Thomas Touw. The collection included a Kitten Estate, a Bond Bug, and a few tripods. Doubtless we shall hear more from Thomas.

Another report is a brief review of a book by Andy Plumb called "Tipping Point" which, although I have not read it, addresses matters Reliant.

Andy was responsible for the final restyle of the Robin; the one with Corsa headlights. The moulds for which were made at Fletcher Marine, and were much better quality than Tamworth tooling. I think about 1,000 were built altogether.

Although it was decided that no more LHD Robins would be built, three were made for supply to Austria. I wonder if they will turn up in a dusty corner in the electrified future?

Just time for a paddle before sundown.

John

~~~~~

As I mentioned in the supplement last time, Bob Neal kindly sent me a page from "Classic Car Buyer" on our 4-wheeled Reliants.

It truly was wonderful to see their profile being raised, and really great to see a realistic, fact based, reflection of their value these days.

There were, as always, things I would question, if not take issue with, but, as someone once said, there is no such thing as bad publicity, and this was certainly not bad!

~~~~~

Good morning Brian,

January 27<sup>th</sup> 2021

Just to let you know I intend to renew for the 5 years electronic option.

My poor little Kitten van is mid rebuild in my club's workshops, but alas these facilities have been limited, and largely closed over the last few months, due to the UK covid restrictions.

The body is off, and in reasonably good condition, but I have started removing the many paint jobs it has had in its life (Paint code 10 so left reliant in primer).

The 3<sup>rd</sup>, possibly 4<sup>th</sup> engine it has had was started before dismantling, and seemed serviceable.

Lights and electrics :- new rear lights with reflectors, and various other new items have been procured for that stage , including an upgraded heater / blower assembly, which I will be looking to install.

Running gear :- new rear shocks , 1 new lower ball joint in stock, plus serviceable parts are awaiting completion of the chassis repairs, which, although small and localised, are required around the front end, and I do keep stalling on that section .

Trim wise, I have a black deluxe trim fitted in place of the original seats (which I think I have in storage somewhere !!!!!). I just need the time, and the workshops to reopen, before I can continue.

I intend to refinish it as non-standard (for a van) but with period upgrades and modifications which could have been done by Reliant in the late 70's.

As it is still a van, I do intend to have it sign written and incorporate its nickname (Pugwash) but at this rate of progress I won't have to decide what to put on it before my 5 year renewal expires!

I hope you and your family are safe and well.

Kind Regards, Paul Adgar (No. 001) from Albany.

.....

**Thanks Paul, keep us posted.**

# *Cipher News*

It had been my aspiration to have something substantial in here last year, to mark the 40<sup>th</sup> anniversary of these unique sports cars. Like far too many of my plans, sadly that did not happen. However, thanks to Paul Johnson, the following tale is a better late than never compromise, which I hope you will enjoy.

## My Stevens Cipher Restoration.

Part 1

By Paul Johnson.

Here I am stood with Tony in his workshop. Behind me is Cipher No. 1, and behind Tony is the Stevens Sienna (*before Grant Ford took on its restoration back in 1997*).



I think we were discussing how Tony managed to fuse 2 Hillman Imp engines together to make a V8! This was to power a Chrysler V8 Le Mans car.

Here is Tony's Cipher, No. 1, it is in mint condition, and gives us all something to aspire to.



I was told that Thomas Touw (from The Netherlands) was selling one of his Ciphers. They don't come up for sale very often, as so few were made. The car was sold to Dave Corby, who runs the Cipher section of the Reliant Kitten Register.

I then heard of another car that Thomas Touw had stored in an old barn, which had fallen in on the car, cracking the windscreen.

A deal was struck, and Thomas brought the car, on a trailer, to the U.K., when he came over to pick up No. 4, his black and white one, after its body restoration.

The next photo shows me reviewing my purchase. The piece of fibreglass in my hand is the remains of the front spoiler. The front wing is cable-tied to the front valence, because the chassis is rotten away till you get back to the front suspension.

I now have a mould for the front spoiler, made for me by Tony Stevens, who very kindly took the mould from his own car.

At this Curbrough meet very few people were aware that these cars were derived from a Reliant.



This photo shows three Ciphers at the RSSOC Sprint at Curburgh in 2013. The black and white car on the trailer, is No. 4, which was made by Reliant, and is owned by Thomas Touw, who has had it for many years.



At one time, Thomas Touw owned 3 of the Ciper cars, half of the entire complete car production.

The blue one, in the foreground, is No. 2, and is currently owned and very well looked after by Simon Fitch, who bought it from its previous custodian Frank Heil, from Devon.

The red car is Ciper No. 5, bought by me that day, I can be seen, walking away, carrying bits of the bodywork. This car, No. 5, was also made by Reliant.

Simon has spent a lot of time and money to bring this car up to the standard it is in today, well done that man.

At that time I did not know how important Simon was going to be in the restoration of my car.



I managed to get its U.K. registration number back from the DVLA, (in actual fact they were not aware that the car had been exported and so it proved easy to have its original number reinstated) a week later they closed the regional offices and it all went to Swansea.

The windscreen was a problem. The originals were a modified Toyota Celica one (30mm being trimmed off both sides), and as such, not particularly easy to organise one for replacement, should the need arise – as it had with mine!

Fortunately, Tony had moulds, and contacts in the windscreen industry.

So, it came to pass that 10 new (correct size) windscreens were made, I have 2 (one for the car, and a spare) and the rest were shared amongst the other Cipher owners.

I then started to strip the car to see what I had bought.



The Cipher is a pretty little car. I think the door handles are Marina, or early Range Rover.



The car before I started to strip it in 2013. The Cipher rear end is well styled with a good-sized boot for a small car.



The engine lifting frame is a bit over the top for a little 850cc unit!  
A leftover from my Land Rover days.



The interior of the car was in a pretty bad way. The seats were damaged by rodents, and it will need a new dash.



Most of the body removed to find out how far the rot had gone.  
There is no chassis at the front to pop rivet the body to!



The rear outriggers are held onto the chassis with these bungees,  
to stop them falling onto the floor.

**Please excuse the abrupt end on the next page. I have wasted over a month with various distractions, and I must get this edition to the printers without further delay – one day I'll get organised! Ed.**



If these cars had been produced in volume, I would have bought a better one, and kept this one for spares.



A lot of the chassis was repaired and resprayed. Here I am offering up the body to it, to see where the bits I am missing should fit!

Good afternoon Brian,

30/04/21

Hope that you all are well, look I'm still alive and kicking. In hospital next Wednesday for some needed surgery, so three wheels on my personal wagon and I am back working on the Kitten.

THIS YEAR IT WILL BE FINISHED, and I will write up a final part for you, **Yes Please Chris.**

My daughter's motor mechanic boyfriend will be helping with it.

I have a problem though. I bought a stainless exhaust system in 2014 (yes I know, a long time ago) and I have just tried fitting it. It seems to be kangaroo shaped, and the down pipe hits the prop shaft. The bent tube may be right, but which way round? and, is the exhaust on the near side or offside? It makes me think it has to cross under the prop shaft. I bet you had a query back then and someone answered it. One leg is longer than the other, not mine, the bent bit of exhaust pipe!



I suspect a lot of bits will have to be replaced, headlights for instance. Might get a list together when more into it.



First job is to start the engine. I am getting really keen to be using the car as twelve years into retirement our mileage and requirements are minimal.

Regards and best wishes to you and yours,

Chris Tooth, No. 659, from St. Day in Cornwall.

~~~~~

Hey Brian,

18/04/21

Just looking at guy Martin and the Spitfire. Looking at his store of items and finding a bell, is that a red Reliant Kitten in the background? and should he be a member? Regards Phil

Hi Phil,

3/4/21

Finally getting through my in-box and came across the above (I know, I should start at the bottom – oldest first - but...). I don't know, but if it is, he certainly should be! Something else for my "To do" list. Does anyone reading this know?

Thanks, Brian.



Dear Brian,

19<sup>th</sup> May 2021

My apologies for not sending this information out when it arrived on Monday, but life is as hectic as ever here at Brownhill House.

Hopefully you can catch the programme somehow.

Message forwarded by Eric Gibeaut in South Carolina, also Roger Critchley of Shropshire Triumph Group says Sir John Black, Chairman of Triumph is featured.

Tonight (Monday 18th May) on BBC 4 there is a programme called "Classic Cars - Made in Coventry." It was commissioned to start the Coventry City of Culture celebrations.

The Rootes Archive were filmed for this programme back in January 2020 and I am assured by the producer he is very happy with our part and that we are in the final programme. You can actually catch sight of Wroxtton in the promotional clip below so fingers crossed they have featured us well.

Here is the link to the promotional video :-

[Classic British Cars-Made in Coventry intro.mp4 \(vimeo.com\)](#)

The programme is scheduled for numerous repeats over the next 12 months, so don't panic if you've just missed it!

Regards, Yoland.

~~~~~

Hi Brian,

27/04/21

Thanks for the message and for looking out for me. The timing is not bad but it is unusual - I got home this morning from North Wales with my new Fox!

This car is in terrible condition but it's back home with me now and once I've cleared the decks of the other projects a bit, I'll make a start and send some pictures.

Here it is in Wales when I picked it up, 740mile round trip in 22 hours.



P.S. Sion Ellis, who I got it from, has another one, with lots of windows and four seats, also 3 or 4 rear axles. Just in case that was of interest to anyone. Nice guy.

Neil Tuer from Alyth - No. 1149

~~~~~

## A Jimp is reborn,

Well, coming soon....

Watch this space!

Hi Brian,

31/03/2021

Just a few words about my Jimp project.

So, from the start I knew it needed a lot of work, but as I went along, it turned out just about every little or even large thing needed work, or replacing.

Small items, like both wiper motors and heater motor and instruments, and they all take time to sort out.

Then moving onto the larger areas of the rebuild, like the bodywork. After removing all alloy body panels I was met with a corroded and bent box section. Here it is after my repairs :-



I had to replace over 40% of the box section and then I had to make, and fit 98% of the alloy sheet body. After that, I had to totally remake the entire bonnet section, due to previous accident damage and corrosion.



It seems some months I can make excellent progress on the rebuild, and some months it seems very little work has happened. I think everyone who had attempted a large scale rebuild will have felt the same highs and lows.

I do have encouragement from my daughter Charlotte, who also volunteers her free time to lending a hand, and she has helped me purchase a few bits over the years, including the drum brakes.



So, I will keep on, until one day I will obtain an M.O.T., and get the Jim on the road.

Kind regards, and many thanks, Phil and Charlotte Knowles

No. 1020 from West Yorkshire.

.....

A small space, just time to tell you that Chris's situation has changed, and the Kitten that you saw back on pages 15 & 16 is needing a new home. See the supplement for contact details.

Phil, finally, after almost unbelievable red tape, confusion and delay, is now in his house in France. I hope to see him and Ursula back here before Christmas, and yes I mean this Christmas!

Right, end of page approaching, weather breaking, Andy Murray out of Wimbledon, and I'm out of here, speak soon. *Brian*

.....

# The Good Old Days.

Back in the days of tanners and bobs, when Mothers had patience and Fathers had jobs.

When football team families wore hand me down shoes, and T.V gave only two channels to choose.

Back in the days of thrupenny bits, when schools employed nurses to search for your nits.

When snowballs were harmless; ice slides were permitted and all of your jumpers were warm and hand knitted.

Back in the days of hot ginger beers, when children remained so for more than six years.

When children respected what older folks said, and pot was a thing you kept under your bed.

Back in the days of Listen with Mother, when neighbours were friendly and talked to each other.

When cars were so rare you could play in the street. When Doctors made house calls and Police walked the beat.

Back in the days of Milligan's Goons, when butter was butter and songs all had tunes.

It was dumplings for dinner, and trifle for tea, and your annual break was a day by the sea.

Back in the days of Dixon's Dock Green, Crackerjack pens, and Lyons ice cream.

When children could freely wear National Health glasses, and teachers all stood at the FRONT of their classes.

Back in the days of rocking and reeling, when mobiles were things that you hung from the ceiling. When woodwork and pottery got taught in schools, and everyone dreamed of a win on the pools.

Back in the days when I was a lad, I can't help but smile for the fun that I had.

Hopscotch and roller skates; snowballs to lob.

Back in the days of tanners and bobs.

## Giles and John talk about Carb spacer material & more.

Good Evening John,

8<sup>th</sup> May 2021

I was just wondering what the extra thick spacer as sold by the Register? Is made of, and if something more heat conductive would be better perhaps? Copper? Even Though unequal expansion could incur, either way I think I need one, preferably prior to the new 4/2/1 exhaust (in stainless I suppose) as it helps make the fitting easier I have read. Have also been thinking of turbo chargers, may I ask your thoughts on premature parts wear when fitted? Do they even get fitted to Kittens?

Regards Giles.

Evening Giles,

Right, the thick washer is intended to INSULATE the carburettor from heat transfer, to stop vaporisation, something unleaded fuel is very prone to, the "boiling" point of the fuel being much lower than leaded was. They are usually made of nylon or, in my case, because, (as an old-school electronic engineer), I had a piece - Paxolin...

Even so, vaporisation can and probably will still be a problem, more so if a 4-branch is fitted as these radiate far more heat than the original cast ones and, again more so if (as mine is) made of stainless.

I eventually permanently solved this problem on the Jaffa by simply slipping a piece of demister hose over the end of the air filter nozzle, then ducting it to the top of the inner wing, where there's a dry void beneath. Removing the large grommet (access to the headlight wiring) adjacent to the battery proved ideal - the hole is exactly the right size (see picture below)!

I rarely use the car in very cold weather but it's a simple job to just slip the pipe out and point it at the exhaust until the engine warms up, ergo icing cannot occur.

Nobody has successfully turbo charged a Kitten, though quite a few have tried.... Simply put, the design of the motor is simply too old to stand the boost pressure - the bottom end will be too weak. It's rare but

does happen, that the cranks can break - less so on the 850's as the main bearings are a fair bit larger than the earlier engines, but it still can happen. I snapped a crank (between cylinders 3 & 4) on my old Regal back in 1970.

Ditto for supercharging - I only know of one that has been done but it took a lot of development (and several major rebuilds) to get the boost down enough, so that the engine didn't grenade!!



Gentle tuning is the way forward. Simply matching the ports carefully, electronic ignition (NOT a cheap one, anything under £100 is simply not worth bothering with), a 4-branch exhaust and possibly an uprated camshaft along with a better carb - Weber or Dellorto (despite what a good friend regularly posts both on the forum, and on Facebook, the SU is far from the best carb ever invented!!!). Reliant only fitted them because they were much cheaper than the Zeniths fitted to their earlier engines.

I'm still slowly gathering bits to change over to a modern fuel injection system, probably a simple single-point one, though if funds allow, a multi-point. I suspect that I'll end up with a motorcycle system of some description.

Been toying with this for a couple of years now.... Not for better performance, but it'll be "turn-key" plus far more tolerant of modern fuels..... Modern electronic fuel injection automatically adjusts to changes in barometric pressure and humidity, something no carb can do, so the mixture is always delivered ideally (SU's are particularly poor in this area). From experience I can tell you that you can spend ages getting the SU set just right, then overnight the barometer drops and it starts to rain - it'll be all over the place again!!!

I persevered with the SU on the Jaffa for the first 15 years or so, until, after speaking to Hans Kirama, I changed to the Weber. No more constant fiddling needed, never had any fuel leaks (been on there for over 2 decades now) nor any icing or vaporising (until I fitted the 4-branch). It also gave better pick-up and more mid-range grunt (at the expense of top-end - hit a wall at 5,000rpm - irrelevant for me as 5,000 is well over 80mph in top, and I "keep it legal").

John.

.....

## Getting technical

John's comments last time, about Ethanol proof fuel lines, was the catalyst that prompted our man in Forres, Dick Watson, to give me as ring at the beginning of May.

Dick was telling me that our old friends at **Burlen Fuel Systems** not only supply suitable fuel lines, but their carburetor refurbishment service gives you a carb that will cope with Ethanol.

Apparently even the float material has been changed to cope.

Thanks Dick. *(I should have guessed that, Ed!)*

.....



## **More thoughts on electric cars, and much more.**

**Doug Topping recently said to Yoland Brown, who happens to Edit ShACC News :-** “In view of the article in last month’s ShACC mag I thought I would reply with my thoughts. However, later in the day I received an email from a friend of mine which I thought might provoke a few responses from your readers, if you believe it suitable for inclusion in the next monthly mag.” Doug goes on to say :-

“My own personal views are very much old-fashioned high revs, petrol, noise on acceleration, unlimited speed. However, even I must ultimately change. Where is all the extra electricity going to come from in 10 years’ time when everything is run on it? Wind farms only produce 8% at the moment.

Secondly, I am a believer in hydrogen power. If water is the basic fuel, then there will always be plenty. I think I might go into business in the Arctic, selling blocks of ice to potential customers etc, etc. The safety aspects I feel sure could be overcome for both water production and the hydrogen fuel process.”

### **An edited version of the email from Doug’s friend.**

There is reason to believe most or all of the following will become reality in the next 10-20 years. Most of us won’t see the changes, but our children and grandchildren will.

1 - Auto repair shops will disappear.

2 - A petrol/diesel engine has 2,000 individual parts, an electrical motor has 20. Electric cars are sold with lifetime guarantees and are repaired only by dealers. It takes 10 minutes to remove and replace an electric motor.

3 - Faulty electric motors are NOT repaired in the dealership but are sent to a regional repair shop that repairs them with ROBOTS.

4 - Your electric motor malfunction light goes on so you drive up to what looks like a car wash, and your car is towed through while you have a cup of coffee then your car comes out on the other side with a new electric motor or component.

- 5 - There will be no petrol pumps.
- 6 - There will be charging stations everywhere.
- 7 - Coal mining and drilling for oil will disappear.
- 8 - Homes will produce and store more electric energy during the day and sell excess to the grid.
- 9 - In 1998, Kodak had 170,000 employees but within a few years they went bankrupt due to digital photography.
- 10 - Many other old industries will go the same way in the not too distant future.
- 11 - Artificial Intelligence (AI), health, autonomous and electric cars, education, 3D printing will do away with many jobs & occupations.
- 12 - Software will continue to disrupt most traditional industries.
- 13 - UBER is just a software tool, (they don't own any cars), and are now the biggest taxi company in the world.
- 14 - AIR-BnB is now the biggest hotel company in the world, (they don't own any properties).
- 15 - Already in the USA young lawyers can't get jobs, because of IBM's, WATSON. You can now get basic legal advice within a few seconds from IBM's WATSON. So, if you're studying law, give it up. There will be 90% fewer lawyers in the future.
- 16 - WATSON already helps nurses diagnosing cancer, and it's 4 times more accurate and many times faster than human nurses.
- 17 - Facebook now has a 'face recognition' software that can recognise faces better than humans.
- 18 - In the next few years, the entire auto industry will be disrupted, you will just call a driverless car on your phone, to take you to your destination.
- 19 - There will be 90% to 95% fewer cars in cities (but not in Shropshire!).
- 20 - About 1.2 million people die worldwide each year in car accidents, but with autonomous driving cars a million plus lives will be saved worldwide each year.

And, in case you were wondering, ShACC is the Shropshire Alternative Car Club, ably run by Yoland Brown (assisted by Roger)

~~~~~

Hi Brian,

8<sup>th</sup> May 2021

Thank you for the latest copy of the Mewsletter, entertaining as always! With the mention of a Cipher article due to appear, I thought readers might like to see this picture. This is the ZeCar (zero emissions, also ZeVan) conceived by Tony Stevens (designer of the Cipher and other vehicles) and his son Peter, made in Port Talbot with Welsh Assembly backing. It was intended to reach 56mph (phew!) and have a range of over 100miles, but I gather the reality was less than half that range.



Not what you would call a styling exercise, definitely hit with the ugly stick, but any one (like me) interested in weird plastic cars, will be fascinated. Sadly not a success, at £15,000 in 2008, but perhaps with modern lithium batteries, and charging technology it could be made to work. Possibly ideal for big cities, but I photographed this in Shropshire,

where the distances travelled are greater, and the rural population has been continually hit hard, by narrow minded, London thinking governments.

No work on the Radnorvan yet this year, I took the brakes apart last year, and I think it confirms the low mileage shown (24 miles from new).

Best Regards, Andrew Norman. Rowton, by Shrewsbury - No. 291

.....

## The Final Exam - Smart teacher!

There were four seniors taking their final exam, all of them had an 'A' so far. These four friends were so confident, that the weekend before the finals, they decided to visit some pals and have a party.

They had a great time, but, after all the hearty partying, they slept all day Sunday, and didn't make it back to the University until early on the Monday morning.

Rather than taking the final then, they decided, that after the exam, they would explain to their professor why they missed it. They said that they visited friends, but on the way back they had a flat tyre. As a result, they missed the final.

Their Professor agreed they could make up the final the next day. The guys were excited and relieved. They studied that night for the exam.

The next day the Professor put them in separate rooms, and gave them a test booklet. They quickly answered the first problem worth 5 points. Cool, they thought!

Each one, in a separate room, thought this was going to be really easy - then they turned the page...

On the second page was written :-

*Oh come oo ov cao ve cao t ov*

For 95 points, which Tyre?

.....  
~~~~~

## Epilogue

After many weeks of being distracted, suddenly here I am!

Frustratingly I have another page or so of Paul's history of the Cipher still here. I'll make a start on the next edition later today, he said 4/7/21.

On top of that, life here has been unusually busy, and some lovely coincidences have occurred.

One of those was a second phone call from a Reliant running man in Seaton Sands last month (a few miles East along the coast from Edinburgh). The first of those was from Jimmy, who has been with us for a couple of decades or so, the second, from Andrew, who acquired his first Kitten last year, was looking for a steering rack for it. His timing was, well, bad and good – bad, because the only one we had in stock had just gone to Chris the previous week, and his old unit has yet to be refurbished. The good, because we were going out, first time in over a year that we would be going more than 15 miles from home, to Port Seaton the next day! Yes really, Arleen, Colin and the boys were having a short break in a caravan less than a mile from both Jimmy and Andrew. Oh, welcome Andrew, our most recent subscriber. Great to see a smart yellow Kitten saloon parked in the street - sorry we missed you, another time perhaps.

As I said at the bottom of page 20, the page end is rushing up to meet me. Keep well, drive safely, and do not be forgetting to GTBJ's. I hope to "speak" with you again in about a month's time.

*Brian*

# WWW.RELIANTSPARES.COM

Contact: Joe Mason 07973470810 E-mail: [joemason@reliantspares.com](mailto:joemason@reliantspares.com)

We carry a huge amount of second hand Reliant spares.  
For Regal, Robin Mk1, Mk2, Mk3, SLX, Rialto, Kitten, Fox, Ant.  
Mail order or collection

100+ cars for spares/rebuild. 20+ complete cars for sale  
With stock changing every week. Have a look in our picture gallery or on YouTube.

We buy, sell, collect, deliver, restore, tune, hire, export any Reliant.



We also develop and manufacture new Reliant parts  
Race exhaust systems, 4-1, 4-2-1, big bore or standard pipes,  
Heavy duty race head gaskets, handbrake cables, roof linings, roof racks,  
carpet sets, Rebel race inlet manifolds, disc conversions, ball joint conversions.



How to find us: Woodend farm, Cradley, Bromyard Road, Worcester WR13 5JW  
On the end of the Malvern Hills. Opening hours 9 till 6 (ish) Monday to Saturday.  
Camping in the Summer, good Pubs, B+B and Cafes local

Home to the "Tempest of England" sports car. Complete Tempests in stock and under construction. We're also (gradually!) building Tempest parts list up.  
E-mail: [joemason@reliantspares.com](mailto:joemason@reliantspares.com) Web site: [www.tempestcars.net](http://www.tempestcars.net)

# GRAHAM WALKER LIMITED



28 Bumpers Lane  
Sealand Road Ind Est  
CHESTER CH1 4LT



**RETAIL AND TRADE SUPPLIERS OF  
RELIANT PARTS WORLDWIDE  
ROBINS TO SCIMITARS**

**OVER 10,000 LINES STOCKED  
MAIL ORDER PARTS ARE OUR SPECIALITY  
NEXT DAY NATIONWIDE DELIVERY SERVICE**



**SHOP BY PHONE FOR FAST MAIL ORDER  
ORDERS RECEIVED BY 4.00PM WILL BE DISPATCHED  
SAME DAY**

**ALL MAJOR CREDIT CARDS ACCEPTED**

## TELEPHONE

**Mail Order: 01244 381777 - 7 Lines**

**Fax No: 01244 381262**

## OPEN

**Monday - Friday  
8.00 am - 6.00 pm**

**Saturday  
9.00 am - 1.00 pm**

**WEB :** [www.grahamwalker.co.uk](http://www.grahamwalker.co.uk) **E.Mail :** [tracey.jones@grahamwalker.easynet.co.uk](mailto:tracey.jones@grahamwalker.easynet.co.uk)

**COMPARE OUR PRICES, OUR QUALITY AND OUR SERVICE  
FULL WORKSHOP FACILITIES AVAILABLE**

RESTORATION • RE-COMMISSIONING • SERVICING • TUNING & MORE!

# CHG Classics Ltd

Two Gates, 17 Broad Drove, Wisbech,  
Cambridgeshire, PE14 0RW

**Tel: 01945 352047**

**Email: sales@chgclassics.co.uk**

One of the UK's largest stockists of Reliant Parts from the Regent to the BN Robin. We carry in stock 3000+ different lines of stock meaning we have it when you need it!



## *Why not check out our new website?*

It's devoted to Reliant and all of the models from the Regal to the Scimitar. We aim to create an online museum dedicated to the great manufacturer. There's a new forum to join too!

**World of Reliant**

[WWW.WORLD-OF-RELIANT.ORG.UK](http://WWW.WORLD-OF-RELIANT.ORG.UK) FORUM FOR RELIANTS, QUADS & MICROCARS